

IRON SHIPS.

Rec. 21/2/65

No. 8320 Survey held at Sunderland Date 10th Feb^y 1860
 on the Barque "Star of the West" Master G. Ellery
 Tonnage under tonnage deck 377, 37 Built at Sunderland When built 1906 Launched 11th Jan^y
 Ditto of poop or spar deck
 Ditto of engine room House on Deck 14, 56 By whom built Messrs. Pile, Hay & Co. Owners Pardner & Co.
 Total Register tonnage 306, 93 Port belonging to Sunderland * Plymouth Destined Voyage Cape of Good Hope
 * Registered
 * Surveyed while Building Afloat, or in Dry Dock

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.	N ^o . of Decks
(Dimensions of Ship per Register, length)	149	6	25			15	6				One
Keel, if bar iron, depth and thickness	6 1/2	2 1/4									
„ if plate iron, breadth and thickness	6 1/2	2 1/4									
Stem, if bar iron, moulding and thickness	6 1/2	2 1/4									
„ if plate iron, breadth and thickness	6 1/2	2 1/4									
Stern-post, if bar iron, moulding and thickness	6 1/2	2 1/4									
„ if plate iron, breadth and thickness	6 1/2	2 1/4									
Distance of Frames from moulding edge to moulding edge, all fore and aft	23		23								
Frames, Size of Angle Iron, single or double	3	3	6								
Reversed Iron, 1 to every frame	2 1/2	2 1/2	5								
Floors, depth and thickness of Floor Plate at mid line	14	9									
„ Ditto ditto at Bilge Keelson	9	7									
„ Size of Reversed Angle Iron, and No. at top of Floor Plate	2 1/2	2 1/2	5								
Beams, Deck (N ^o . 37) double Angle Iron, Plate, Tee, or Bulb Iron	6 1/2	6									
„ double or single Angle Iron, on upper edge	2 1/2	2 1/2	6								
„ average space between	on every alternate frame										
„ Hold, or Lower Deck (N ^o . 20) double Angle, Tee, Plate, or Bulb Iron	6 1/2	6									
„ double or single Angle Iron on upper edge	2 1/2	2 1/2	6								
„ average space between	on every 3 rd & 4 th frame alternately										
„ Paddle, sided and moulded, thickness of Plate size of Angle Iron											
„ Engine											
Keelson, single or double plate, box, or intercostal	with double angle iron top & bottom										
„ Size of Plates	12	10									
„ Size of Angle Irons	3 1/2	3	6								
„ Side, single or double, plate, box, or intercostal											
„ Bilge (N ^o . One) at each Bilge, single, or double, plate, or box	Angle iron		3 1/2	3	6						
Transoms, material One of iron or, if none, in what manner compensated for.											
Knight-heads, and Hawse Timbers	Iron										
The Frames extend in one length from	Keel										
The reverse angle irons on the floors extend in one length across the middle line from	to Gunwale										
„ „ „ on the frames „ „ „ from	and										
Keelson, how are the various lengths of plates or angle irons connected?	With butt straps										
Plates, Garboard, double or	riveted to keel, double or and										
„ Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 ins.) apart.											
„ Butts from Keel to turn of bilge, worked carvel with butt straps (10-9/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 ins.) apart.											
„ Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 in.) apart.											
„ Edges of Sheerstrake, double or single rivetted? At upper edge	Double										
„ Butts from bilge to planksheers, worked carvel with butt straps (10-9/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 ins.) apart.											
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	Double rivetted										
Planksheer, how secured to the plating of the sides	Explain by sketch										
Waterway „ „ planksheer and to the Beams	if necessary.										
Deck Beams, how secured to the side?	Turned down and rivetted to frames										
Hold or Lower Deck ditto	With knee plates as per Rules										
Paddle „ „											
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?	Best Ship quality										
Manufacturer's name or trade mark	See plate iron from the Shotton Bridge Co. all the other part from Bessemer, Crawshaw & Co. and from Copper & Co.										
We certify that the above is a correct description of the several particulars therein given.											
Builder's Signature	W. H. H. H.										
Surveyor's Signature	Thomas Lawrence										

IRON 438-0142

3987 Iron

Workmanship. Are the lands or laps of the clenwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter times the diameter of the rivets where single rivetting is admitted? They are
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? Yes
Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Solid with single pieces
Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? They do and are the rivet holes well and sufficiently countersunk in the outer plate? Yes
Are there any rivets which either break into or have been put through the seams or butts of the plating? very few

Her Masts, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. (If they are of Iron or Steel give the Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.

All the Masts, Yards, &c. are of Red Pine

She has SAILS.			CABLES, &c.			ANCHORS, and their weights.		
N ^o .				Fathoms.	Inches.	N ^o .	Weight.	Tested to.
1	Fore Sails,	Chain	240	1 1/2	3 1/2	3	10-0-0	20
2	Fore Top Sails,	Hempen Stream Cable	00	0			15-0-14	10 1/2
2	Fore Topmast Stay Sails,	Hawser ... Chain ...	60	1 1/2			11-3-0	14
1	Main Sails,	Towlines	00	5		1	6-0-0	
2	Main Top Sails,	Warp	00	4				
and	others as usual.	All of <u>Good</u> quality.				2	3-0-0	1-0-0
Her Standing and Running Rigging <u>is of Pine & Hemp</u> sufficient in size and <u>Good</u> in quality.								
She has <u>2</u> Long Boat and <u>two others</u>								
The present state of the Windlass is <u>secure</u> Capstan <u>2 trucks</u> and Rudder <u>and</u> Pumps <u>Good and efficient</u>								

Order for Special Survey No. 1627 Date Oct. 27/64 DATES of Surveys held while building as per Section 18. 1st. On the several parts of the frame, when in place, and before the plating was wrought Built under Special Survey from 10th Oct. 1864 to the present date.
2nd. On the plating during the progress of rivetting
3rd. When the beams were in and fastened, and before the decks were laid
4th. When the ship was complete, and before the plating was finally coated
5th. After the ship was launched
Order for Ordinary Survey No. _____ Date _____
State if she has a Spar Deck No Poop No or Forecastle No Quarter Deck 16' by 3' high

General Remarks,

This Barge is similarly built in every respect to the "Queen of the South" N^o 0260. (Please see sketch sent with that report)

The testing Certificate of chain cables and anchors, signed by Mr. J^{no} Thompson have been produced -

In what manner are the surfaces preserved from oxidation? Inside With Cement to Bilge and Paint above
Ditto ditto Outside With Paint

I am of opinion this Vessel should be Classed A1
The amount of the Fee£ 5 : " : " is received by me,
Special£ 19 : 6 : "
Certificate (if required)£ " : " : "

Committee's Minute 21 February 1865

Character assigned A1

Thomas Lawrence

This Sailing Barge, built of Iron, appears eligible for Classification as recommended, if the Committee are satisfied with the short length of Steam Cable, Hawser and Ropes.
Feb 22/65